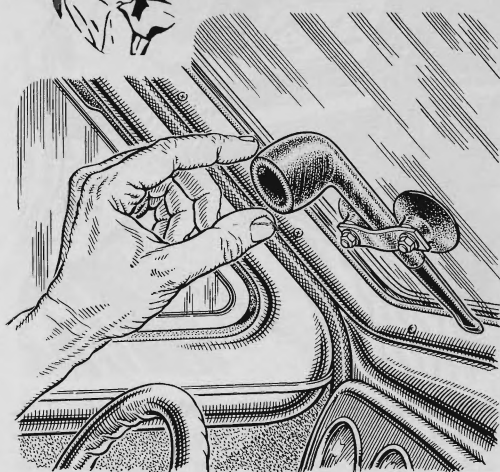




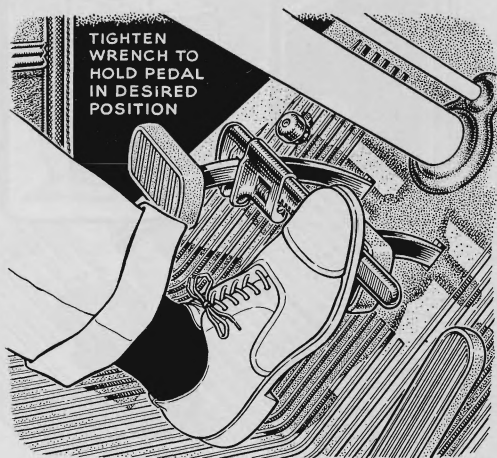
## Hints from the Model Garage



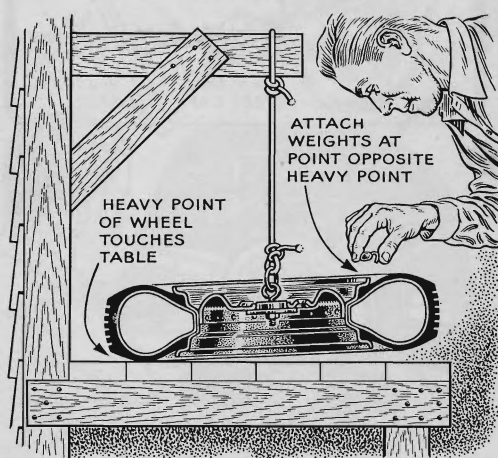
**A Pipe Rack in Your Car.** A piece of inner-tube rubber between two suction cups on windshield or dash makes a convenient pipe rack. Use cups with threaded shafts. Make holes in the rubber, slip it on the shafts, and tighten the nuts.



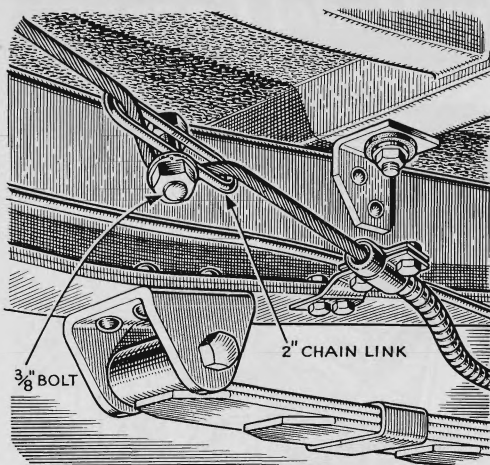
**End Wrench Spreads Tire.** It's difficult to apply a patch to the inside of a tire casing without a tire spreader. As a handy substitute, take a large open-end wrench and prop the sides of the casing apart as shown in the drawing above.



**Wrench Holds Down Pedal.** When it's necessary to keep the brake or clutch pedal depressed while you are working on a car, a large adjustable wrench does the job conveniently. With the pedal depressed, place the wrench handle against the pad and tighten the jaws on the shank of the companion pedal.



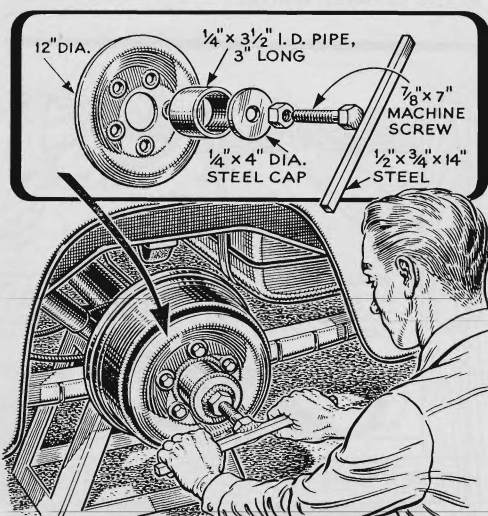
**Balancing a Wheel.** If carefully assembled, this rig will let you correct the static balance of your wheels. Mount a support arm over a leveled table or bench. Make a shouldered disk with a support ring that just presses into the wheel center. This must fit exactly to keep the hook-eye centered. Use rim weights to level the wheel.



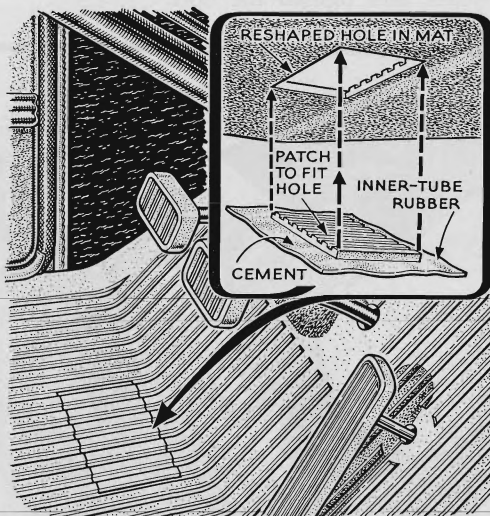
**Tightening a Brake Cable.** In some cases, you can take up slack in a parking-brake cable as shown here. Be careful to locate the chain link and bolt in a free area so that they will not interfere with the travel of the brake cable.



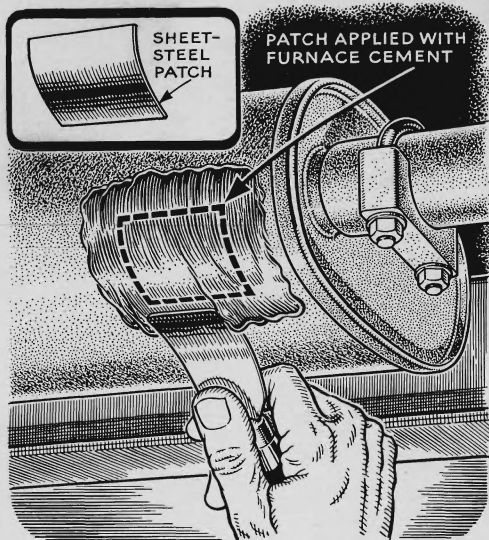
**Rotation Chart Guides Mechanic.** Different garages may rotate tires in different patterns. To make sure yours are transposed in the same way each time, cement a diagram under the trunk lid. Instruct the mechanic to follow this pattern.



**Homemade Wheel Puller.** Find an old wheel that will fit the car and burn off the rim with a torch, leaving just the center disk. Weld the pipe to it, the cap to the pipe, the nut to the cap, and the handle to the screw head. To pull a drum, remove the wheel nut, attach the disk, and turn the screw against the spindle.



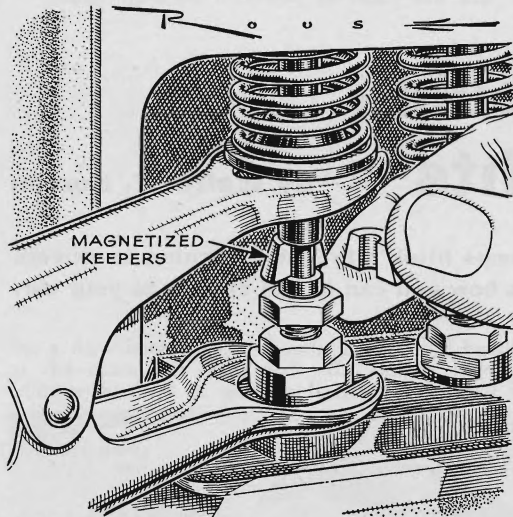
**Patching a Floor Mat.** A worn floor mat can be patched with a piece cut from a rubber stair tread or a discarded mat of similar pattern. Cut the mat hole square or rectangular and trim the patch to fit. Cement the patch to a larger sheet of inner-tube rubber. Then cement the rubber to the underside of the mat.



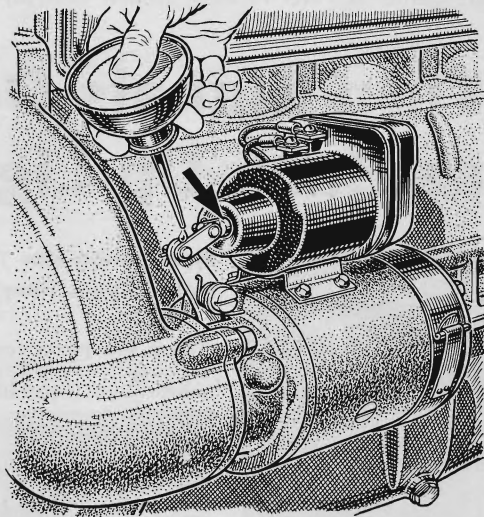
**One Way to Repair a Muffler.** You may save the price of a new muffler by using a little furnace cement. Clean the area and cement a steel patch over the hole. Don't start the engine until it dries. The repair may extend muffler life a year or more.



**Mirror Guides You In.** If you must angle into a narrow garage, install an old mirror on the back wall of the garage so that you can watch the right side of the car. A dark board mounted outside a window pane will often substitute for the mirror.



**Magnetized Keepers Stay Put.** A Detroit mechanic has figured out an easy way to beat the usual grease-packing method of installing valve-keepers on an L-head engine. When he takes the engine down he puts the keepers in a box with a strong magnet. When it's time for reassembly, they have enough magnetism to cling to the stem.



**Never Oil Solenoid Plunger.** The plunger (arrow) of a solenoid mounted on a cranking motor may look as if it needs oil occasionally—but don't apply it. Oil there will promote gum formation and cold-weather sticking. Apply a little engine oil, however, to the solenoid linkage joints, as above, every 1,000 miles or so.